

STA Tracked 2014 Legislation

| Bill ID/Topic | Location | Summary | Position |
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| <u>AB 515</u> <u>Dickinson D</u> Environmental quality: California Environmental Quality Act: writ of mandate. | SENATE E.Q. 5/19/2014 - In committee: Set, first hearing. Hearing canceled at the request of author. 6/18/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair | <p>The California Environmental Quality Act requires the court, if it finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act. This bill would require the peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 3/17/2014</p> | |
| <u>AB 543</u> <u>Campos D</u> California Environmental Quality Act: translation. | SENATE E.Q. 5/19/2014 - In committee: Set, second hearing. Hearing canceled at the request of author. 6/18/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair | <p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>AB 935</u> <u>Frazier</u> D San Francisco Bay Area Water Emergency Transportation Authority: terms of board members. | SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013) | <p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority.</p> <p>Last Amended on 4/25/2013</p> | Support 3-13-13 |
| <u>AB 1720</u> <u>Bloom</u> D Vehicles: bus gross weight. | SENATE RLS. 5/8/2014 - In Senate. Read first time. To Com. on RLS. for assignment. | <p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016.</p> | |
| <u>AB 1721</u> <u>Linder</u> R Vehicles: high-occupancy vehicle lanes. | SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H. | <p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would instead grant a vehicle, eligible under these provisions to use HOV lanes, a toll-free or reduced-rate passage in HOT lanes. This bill contains other existing laws.</p> <p>Last Amended on 4/24/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| AB 1724 Frazier D Construction Manager/General Contractor method: regional transportation agencies. | ASSEMBLY THIRD READING 5/8/2014 - Read second time. Ordered to third reading. 5/23/2014 #33 ASSEMBLY ASSEMBLY THIRD READING FILE | <p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Mateo County Transit District to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain projects. The bill would require a regional transportation agency, within 180 days after the completion of any project using the Construction Manager/General Contractor project delivery method, to prepare a report that describes each project and provides relevant data, as specified. The bill would also require that report to be posted on the regional transportation agency's Internet Web site, and would require the agency to notify the Chair of the Assembly Committee on Transportation and the Chair of the Senate Committee on Transportation and Housing that the report is available online. This bill contains other related provisions.</p> <p>Last Amended on 3/28/2014</p> | |
| AB 1811 Buchanan D High-occupancy vehicle lanes. | SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H. | <p>Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority and the Alameda County Congestion Management Agency to conduct, administer, and operate a value pricing high-occupancy vehicle program, on specified highway corridors, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Existing law requires that the implementation of the program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times.</p> <p>This bill would authorize the program to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes.</p> <p>Last Amended on 4/8/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>AB 1970</u> <u>Gordon D</u> California Global Warming Solutions Act of 2006: Community Investment and Innovation Program. | ASSEMBLY APPR. SUSPENSE FILE 5/7/2014 - In committee: Set, first hearing. Referred to APPR. suspense file. 5/23/2014 Upon adjournment of Session. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, GATTO, Chair | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in consultation with the state board, to administer the program, as specified.</p> <p>Last Amended on 4/10/2014</p> | |
| <u>AB 2013</u> <u>Muratsuchi D</u> Vehicles: high-occupancy vehicle lanes. | SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H. 6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair | <p>Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to 85,000. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/2/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>AB 2090</u> <u>Fong D</u> High-occupancy toll lanes: Santa Clara County. | SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H. | <p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate high-occupancy toll (HOT) lanes, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll, on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would delete the reference to Level of Service C or D, and instead would require VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. The bill would provide that high-occupancy vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes.</p> <p>Last Amended on 3/27/2014</p> | |
| <u>AB 2170</u> <u>Mullin D</u> Joint powers authorities: common powers. | SENATE G. & F. 5/8/2014 - Referred to Com. on GOV. & F. | <p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee or tax, as specified.</p> | |
| <u>AB 2197</u> <u>Mullin D</u> Vehicles: temporary license plates. | <p>ASSEMBLY APPR. SUSPENSE FILE 5/7/2014 - In committee: Set, first hearing. Referred to APPR. suspense file.</p> <p>5/23/2014 Upon adjournment of Session. - State Capitol, Room 4202 ASSEMBLY APPROPRIATION SUSPENSE, GATTO, Chair</p> | <p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime. This bill would require the DMV to contract with a private industry partner for the development of a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV. The bill would require the DMV to ensure that the system is operational on or before January 1, 2016. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 4/23/2014</p> | |

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| <u>AB 2250</u> <u>Daly D</u> Toll facilities: revenues. | SENATE RLS. 5/15/2014 - In Senate. Read first time. To Com. on RLS. for assignment. | Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any toll revenues generated from the managed lane that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located. Last Amended on 4/24/2014 | |
| <u>AB 2355</u> <u>Levine D</u> Local agencies: streets and highways: recycled materials. | SENATE RLS. 5/15/2014 - In Senate. Read first time. To Com. on RLS. for assignment. | Under existing law, local agencies have jurisdiction over certain streets and highways. This bill would require, by January 1, 2017, a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials, or discuss why it is not adopting those standards at a regularly scheduled public hearing of the local agency's legislative or other governing body . By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/1/2014 | |
| <u>AB 2445</u> <u>Chau D</u> Community colleges: transportation fees. | SENATE ED. 5/8/2014 - Referred to Com. on ED. 6/4/2014 9 a.m. - John L. Burton Hearing Room (4203) SENATE EDUCATION, LIU, Chair | Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period. This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period. | |

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| <u>AB 2471</u> <u>Frazier D</u> Public contracts: change orders. | ASSEMBLY APPR. SUSPENSE FILE 5/14/2014 - In committee: Set, first hearing. Referred to APPR. suspense file. 5/23/2014 Upon adjournment of Session. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, GATTO, Chair | Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified. This bill would require a public entity, as defined, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 60 days after the extra work is performed. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the work that has already been performed. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. Last Amended on 4/24/2014 | |
| <u>AB 2707</u> <u>Chau D</u> Vehicles: length limitations: buses: bicycle transportation devices. | SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H. 6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair | Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. Last Amended on 4/21/2014 | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>AB 2728</u> <u>Perea D</u> Vehicle weight fees: transportation bond debt service. | ASSEMBLY APPR. SUSPENSE FILE 5/7/2014 - In committee: Set, first hearing. Referred to APPR. suspense file. 5/23/2014 Upon adjournment of Session. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS SUSPENSE, GATTO, Chair | <p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund , the Transportation Bond Direct Payment Account , or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p> <p>Last Amended on 4/24/2014</p> | Support 5/14/14 |
| <u>SB 263</u> <u>Monning D</u> Private employment: public transit employees. | ASSEMBLY RLS. 1/30/2014 - Re-referred to Com. on RLS. | <p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified. This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p> <p>Last Amended on 1/21/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>SB 469</u> <u>Corbett D</u> Vehicles: aerodynamic vehicles. | ASSEMBLY TRANS. 4/24/2014 - Referred to Com. on TRANS. | <p>Existing law limits the length of vehicles and combinations of vehicles coupled together. Existing law permits door handles, hinges, cable cinchers, chain binders, aerodynamic devices, and holders for the display of placards warning of hazardous materials to extend 3 inches on each side of the vehicle. Under existing law, any extension or device used to increase the carrying capacity of a vehicle is generally included in measuring the length of a vehicle, subject to certain exceptions.</p> <p>This bill would also permit a tarping system, as defined, and all nonproperty carrying devices or components to extend 3 inches on each side of the vehicle, as specified. The bill would exclude an aerodynamic device, as defined, that extends no more than 5 feet beyond the rear of a vehicle from the calculation of a vehicle's length if the device meets specified conditions, including that the device does not obscure tail lamps, turn signals, marker lamps, identification lamps, or any other required safety devices. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 1/6/2014</p> | |
| <u>SB 556</u> <u>Corbett D</u> Agency: ostensible: nongovernmental entities. | ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013) | <p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</p> <p>Last Amended on 9/4/2013</p> | Monitor 9-11-13 |

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| <p><u>SB 628</u> <u>Beall D</u></p> <p>Infrastructure financing: transit priority projects.</p> | <p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was DESK. on 8/19/2013) (Correction)</p> | <p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code.</p> <p>Last Amended on 8/5/2013</p> | |

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| <p>SB 785 Wolk D</p> <p>Design-build.</p> | <p>ASSEMBLY L. GOV. 5/8/2014 - Referred to Com. on L. GOV.</p> | <p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 1/14/2014</p> | |

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| <p><u>SB 792</u> <u>DeSaulnier D</u></p> <p>Regional entities: San Francisco Bay Area.</p> | <p>ASSEMBLY L. GOV. 5/19/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</p> <p>6/18/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</p> | <p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan adopted in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the member agencies of the joint policy committee to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies. The bill would require the analysis to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee's activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to economic development, including social equity issues. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/19/2014</p> | |

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| <u>SB 893</u> <u>Hill D</u> Automated license plate recognition systems: use of data. | SENATE APPR. SUSPENSE FILE 5/16/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | Existing law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate recognition (LPR) technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Existing law prohibits the department from selling the data or from making the data available to an agency that is not a law enforcement agency or an individual that is not a law enforcement officer. This bill would impose specified requirements on an "ALPR operator," as defined, including, among others, complying with all applicable statutory and constitutional requirements and the provisions of the bill, ensuring that the information or data the ALPR operator collects is protected with certain safeguards, and to implement and maintain specified security procedures and a usage and privacy policy with respect to that information or data. This bill contains other related provisions and other existing laws. Last Amended on 5/6/2014 | |
| <u>SB 969</u> <u>DeSaulnier D</u> Public works. | SENATE APPR. SUSPENSE FILE 5/20/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group. This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. Last Amended on 5/5/2014 | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>SB 990</u> <u>Vidak R</u> Transportation funds: disadvantaged small communities. | SENATE T. & H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted. | Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. Last Amended on 4/21/2014 | |
| <u>SB 1077</u> <u>DeSaulnier D</u> Vehicles: mileage-based fee pilot program. | SENATE APPR. SUSPENSE FILE 5/16/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill would require the agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax . The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2017 . The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would repeal these provisions on January 1, 2018. Last Amended on 4/21/2014 | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>SB 1122</u> <u>Pavley D</u> Sustainable communities: Strategic Growth Council. | SENATE APPR. SUSPENSE FILE 5/20/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys from the fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects.</p> <p>This bill would additionally authorize the council to manage and award financial assistance for the purpose of supporting the implementation of sustainable communities strategies or alternative planning strategies, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature. The bill would require the council to adopt guidelines for the use of the funds by recipients. The bill also would authorize the council to award financial assistance for the development and implementation of agricultural, natural resource, and open space land protection plans that are consistent with the implementation of sustainable communities strategies, alternative planning strategies, or other regional greenhouse gas emission reduction plans. This bill contains other existing laws.</p> <p>Last Amended on 5/5/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| SB 1151 Cannella R Vehicles: school zone fines. | ASSEMBLY TRANS. 5/19/2014 - Referred to Com. on TRANS. | Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone. This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. Last Amended on 4/21/2014 | Support 5/14/14 |
| SB 1156 Steinberg D California Carbon Tax Law of 2014. | SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions. | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>SB 1228</u> <u>Hueso D</u> Trade Corridors Improvement Fund. | SENATE APPR. SUSPENSE FILE 5/16/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | <p>Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, provides for transfer of \$2 billion of bond proceeds to the Trade Corridors Improvement Fund, created by the bond act, for infrastructure improvements along federally designated Trade Corridors of National Significance, to be allocated by the California Transportation Commission to eligible projects, as specified.</p> <p>This bill would continue the Trade Corridors Improvement Fund in existence for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference, as eligible projects, infrastructure improvements that benefit the state's land ports of entry. In that regard, the bill would also omit references to infrastructure improvements relating to goods movement to and from airports. The bill, to the extent funds are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, would require projects funded with those funds to demonstrate how they will reduce greenhouse gas emissions consistent with the goals and objectives of the Greenhouse Gas Reduction Fund.</p> <p>Last Amended on 3/27/2014</p> | |
| <u>SB 1298</u> <u>Hernandez D</u> High-occupancy toll lanes. | SENATE APPR. SUSPENSE FILE 5/20/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | <p>Existing law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit.</p> <p>This bill would remove the limitations on the number of HOT lanes and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission, and would require that resources necessary in that regard be included in the Governor's proposed annual budget. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/7/2014</p> | |

| Bill ID/Topic | Location | Summary | Position |
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| <u>SB 1368</u> <u>Wolk D</u> State highways: relinquishment. | SENATE APPR. SUSPENSE FILE 5/16/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | <p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a joint powers authority formed for purposes of providing transportation services in the manner described above.</p> | Sponsor 2/21/14 |
| <u>SB 1418</u> <u>DeSaulnier D</u> Vehicle weight fees: transportation bond debt service. | SENATE APPR. SUSPENSE FILE 5/16/2014 - Set for hearing May 23. 5/23/2014 Upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair | <p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/1/2014</p> | Support 5/14/14 |

| Bill ID/Topic | Location | Summary | Position |
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| SCA 4 Liu D Local government transportation projects: special taxes: voter approval. | SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR. | The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. Last Amended on 8/28/2013 | Support 2-13-13 |